

SIGNIFICANT PORT SAFETY AND SECURITY CASES (NOVEMBER 2022)	
MARINE CASUALTIES	
Vessel Fire (01NOV2022): A U.S. flagged containership reported a fire onboard their vessel. The vessel's cooling water pump caught on fire and was damaged. The vessel replaced the pump and class witnessed satisfactory operation. Case closed.	
Loss of Propulsion (17NOV2022): A U.S. flagged Ro-Ro vessel reported a loss of propulsion while outbound from Oakland Harbor. The cause was identified as unresponsive electronic fuel injection system unit on multiple cylinders. A technician made appropriate repairs and rebooted the system. Class and Coast Guard witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.	
Loss of Propulsion (21NOV2022): A U.S. flagged cargo ship reported a loss of propulsion while underway from Oakland Terminal. LOP was due to low lube oil pressure in the discharge manifold. The air was removed and the pumps began operating properly. Class witnessed the main engine working correctly and provided a technician report. Case closed.	
Equipment Failure (25NOV2022): A U.S. flagged towing vessel reported failure of the starboard main engine lube oil system. The vessel continued their voyage on the port engine, and was required to maintain a one-tug escort while inbound to Anchorage 9, and two-tug escort while inbound to Martinez, CA. The vessel made appropriate repairs and Class witnessed the starboard engine working correctly. Case closed.	
Equipment Failure (28NOV2022): A U.S. flagged passenger vessel reported a main diesel generator fuel leak while transiting in the San Francisco Bay. The vessel replaced a cracked fuel line. Coast Guard witnessed corrected deficiency. Case closed.	
VESSEL SAFETY CONDITIONS	
Operational Control (01NOV2022): A U.S. flagged containership reported a fire onboard their vessel and was issued an Operational Control (Code 17, Prior to Departure). The vessel's cooling water pump caught on fire and was damaged. The vessel replaced the pump and class witnessed satisfactory operation. The operational control was cleared. Case closed.	
Operational Control (17NOV2022): A U.S. flagged small passenger vessel was inspected in Berkeley, CA and issued an operational control (Code 701, prior to carriage of passengers) due to a testing malfunction with the Fireboy system. A repair technician serviced the system and Coast Guard received a report indicating satisfactory operation. The operational control was lifted. Case closed.	
Operational Control (17NOV2022): A U.S. flagged Ro-Ro vessel reported a loss of propulsion while outbound from Oakland Harbor and was issued on operational control (Code 60, prior to movement). The cause was identified as unresponsive electronic fuel injection system unit on multiple cylinders. A technician made appropriate repairs and rebooted the system. Class and Coast Guard witnessed satisfactory operation of the main engine and the operational control was lifted. Case closed.	
Operational Control (19NOV2022): A U.S. flagged vessel was issued a Captain of the Port (COTP) Order for operating as a small passenger vessel without a valid Certificate of Inspection (COI) issued by the Coast Guard. The vessel was ordered to cease operating as a small passenger vessel until it was issued a COI. Case pends.	
Operational Control (20NOV2022): A foreign flagged containership reported an emergency generator malfunction and was issued an operational control (Code 17). The vessel conducted repairs and class witnessed corrected deficiencies. The operational control was cleared. Case closed.	
Operational Control (21NOV2022): A U.S. flagged cargo ship reported a loss of propulsion while underway from Oakland Terminal and was issued an operational control (Code 60, prior to movement). LOP was due to low lube oil pressure in the discharge manifold. The air was removed and the pumps began operating properly. Class witnessed the main engine working correctly and provided a technician report. The operational control was lifted. Case closed.	
Operational Control (25NOV2022): A U.S. flagged towing vessel reported failure of the starboard main engine lube oil system and was issued an operational control (Code 17, prior to departure). The vessel continued their voyage on the port engine, and was required to maintain a one-tug escort while inbound to Anchorage 9, and two-tug escort while inbound to Martinez, CA. The vessel made appropriate repairs and Class witnessed the starboard engine working correctly. The operational control was cleared. Case closed.	
Operational Control (28NOV2022): A U.S. flagged passenger vessel reported a main diesel generator fuel leak and was issued an operational control (Code 701, prior to carriage of passengers). The vessel replaced a cracked fuel line. Coast Guard witnessed corrected deficiency and the operational control was lifted. Case closed.	
Operational Control (29NOV2022): A U.S. flagged vessel was issued a Captain of the Port (COTP) Order for an unsafe condition onboard posing a threat to the port, crew, environment. The vessel was ordered to return to berth and make satisfactory repairs to the vessel and be inspected by a Coast Guard Marine Inspector. Coast Guard witnessed corrected deficiencies and the operational control was lifted. Case closed.	
Operational Control (29NOV2022): A U.S. flagged inspected towing vessel reported a malfunctioning AIS and was issued an operational control (code 705) to continue with current dredging operations before replacing the AIS unit. A technician replaced the faulty unit and satisfactory operation was confirmed with VTS. The operational control was cleared. Case closed.	
Operational Control (29NOV2022): A U.S. flagged vessel was issued a Captain of the Port (COTP) Order for operating without appropriate vessel marking requirements and in an unsafe condition. The vessel was ordered to return to berth, to adhere to applicable laws and be made available for inspection by a Coast Guard Marine Inspector. Case pends.	

NAVIGATIONAL SAFETY	
None to Report	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
Letter of Warning (05NOV2022): IMD received a notification of a discharge of bilge slop onto the deck and into the bodega bay from a bilge pump. It was determined that the RP borrowed a filter drum from Spud Point Marina to filter diesel from water in his bilge, misunderstood the directions and accidentally pumped the filtered water into the bay, which still contained some diesel. The source of the pollution for this incident was removed and the remaining sheen dissipated on its own. A NOFI and LOW were issued. Source Secured. Case Closed.	
Letter of Warning (09NOV2022): IMD received notification of a sunken vessel sheening in Isleton, CA. The Harbormaster immediately deployed boom and absorbent pads around the slip where the vessel was moored. The Harbormaster contacted the owner of the vessel and confirmed the vessel was insured and the insurance company would cover the cost of the cleanup. The source of the pollution for this incident was removed and the remaining sheen dissipated on its own. A NOFI and LOW were issued. Source Secured. Case Closed.	
Letter of Warning (10NOV2022): IMD received notification of a vessel that had sunk at a slip in the Santa Cruz Harbor with a minor sheen surrounding the vessel. IMD attempted to contact and notify the owner with no result, though the insurance claim and process had already begun. Tow Boat USA Santa Cruz was hired to come out the following day to float the vessel. The source of the pollution for this incident was removed and the remaining sheen dissipated on its own. A NOFI and LOW were issued. Source Secured. Case Closed.	
Letter of Warning (17NOV2022): IMD received notification of a vessel releasing diesel into New York Slough. IMD contacted the reporting party who stated that the vessel had mechanics on board that day right before the sheen was discovered and reported. The reporting party also stated that they had found red dye diesel on the cap of the MISS AMERICA II. After reviewing the security camera footage log and speaking with OSPR, the IMD duty team determined the MISS AMERICA II was responsible for the discharge of diesel into the New York Slough. The source of the pollution for this incident was removed and the remaining sheen dissipated on its own. A NOFI and LOW were issued. Source Secured. Case Closed.	
Letter of Warning (21NOV2022): IMD received notification of a vessel that had sunken off Bethel Island in Taylor Slough. The Caliente Harbormaster placed sorbent pads. IMD and OSPR arrived on scene, and issued a NOFI. The following day, IMD arrived on scene and issued an Admin Order, giving the RP until 10:00 am on 28NOV2022 to lift the vessel and remove the pollution safely from it. The harbormaster successfully raised the vessel that day and continued to monitor it over the weekend. On Friday, 02DEC22, the vessel was removed from the water through the SAVE program. The source of the pollution for this incident was removed and the remaining sheen dissipated on its own. A NOFI and LOW were issued. Source Secured. Case Closed.	
Letter of Warning (26NOV2022): IMD received notification of a vessel on fire being responded to by the San Rafael Fire Department. The fire department extinguished the fire, but the vessel sank with 77 gallons of gasoline on board, producing a sheen. The owner placed a hard boom and sorbent pads around the vessel that day. IMD arrived on scene and issued a NOFI. Later that evening, the vessel owner refloated the vessel, and removed two 55-gallon drums of oily water mix. On 27NOV22, IMD, OSPR, and the San Rafael police arrived on scene for vessel removal. San Rafael Yacht Harbor came out and towed the vessel 1/4 mile to a boat lift. The source of the pollution for this incident was removed and the remaining sheen dissipated on its own. A NOFI and LOW were issued. Source Secured. Case Closed.	

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
November 2022			
PORT SAFETY CATEGORIES*	Nov-2022	Nov-2021	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	2	3.42
Navigation Safety (1), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	5	8	6.81
Allision (0), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (0), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	2	2.17
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.22
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	7	12	12.69
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Nov-2022	Nov-2021	**3yr Avg
U.S. Commercial Vessels	0	0	0.42
Foreign Freight Vessels	0	0	0.17
Public Vessels	0	1	0.81
Commercial Fishing Vessels	1	1	0.72
Recreational Vessels	6	7	5.47
Pollution Discharge Sources (Facilities)	Nov-2022	Nov-2021	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	3	1	2.39
Mystery Spills - Unknown Sources	6	2	4.81
Number of Pollution Incidents (By Spill Size)	Nov-2022	Nov-2021	**3yr Avg
Spills < 10 gallons	8	7	9.03
Spills 10 - 100 gallons	2	3	1.08
Spills 100 - 1000 gallons	0	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	6	2	4.31
Total Pollution Incidents	16	12	14.75
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Nov-2022	Nov-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	2.47
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.47
Estimated spill amount from Public Vessels	0.00	1.00	6.89
Estimated spill amount from Commercial Fishing Vessels	1.00	1.00	30.33
Estimated spill amount from Recreational Vessels	47.00	100.00	82.00
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	21.42
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	1.00	15.00	29.44
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	49.00	117.00	173.06
Penalty Actions	Nov-2022	Nov-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	1	0.64
Letters of Warning	5	7	4.83
Total Penalty Actions	5	8	5.58
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			